

## ***Chapter 3***

## ***Affected Environment***

This chapter describes the existing conditions within the alignment options.

### **Biological and Physical Environment**

#### ***Air Quality***

Spokane's air quality problems are primarily a result of mobile sources, such as automobiles (Spokane Regional Transportation Commission (SRTC), Spokane Regional Transportation Plan Technical Review and Update, December 1998; p. 40). Spokane is in non-attainment for two of the National Ambient Air Quality Standards; Serious non-attainment for carbon monoxide (CO), and Moderate non-attainment for particulate matter (PM-10). New EPA standards for finer particulate matter (PM-2.5) have recently been established, although Spokane's compliance status will not be determined until approximately 2002.

An air quality conformity determination analysis has been performed for the update of the Regional Transportation Plan (RTP). The analysis took into account the latest planning assumptions with regard to design, scope, and concept of projects contained in the RTP, as well as population, employment, and land use considerations. The conformity determination finds the RTP conforms to the State Implementation Plan (SIP) by ensuring the projects contained in the plan reduce the mobile source emissions in the non-attainment area to stay below the regional emissions budget established in the SIP.

Since the publication of the FEIS, portions of the North Spokane Corridor have been included in the Transportation Improvement Program (TIP) for project engineering and right-of-way acquisition. Service objectives for this corridor will be set by WSDOT and SRTC using standards for Highways of Statewide Significance. These service objectives will guide the WSDOT review process of proposed development which would use traffic capacity of the NSC.

#### ***Noise***

The background on noise analysis and noise standards, typical noise levels, and local noise regulations and ordinances, is unchanged from the FEIS (pages 4-13 through 4-16). Land uses and noise sources in the project area are not substantially different from those described in the FEIS (pages 3-7 through 3-8, and pages 4-18 through 4-21). Since publication of the 1997 FEIS there has been some residential in-filling within and near the FEIS Alignment, especially in the area north of US 2 and south of Farwell Road. These land use changes are described in the Land Use section of this chapter.

Noise monitoring was conducted throughout the project area to quantify and update existing noise conditions at representative residential locations adjacent to the Preferred Alternative. Short-term (20-minute) noise monitoring was conducted at 44 locations throughout the project area. In addition to short-term monitoring, long-term monitoring

was conducted at 5 residential locations throughout the proposed alignment. Twelve- to 24-hour recordings were made at each of the five locations.

North of the Spokane River to approximately Francis Avenue, traffic on existing roadways is the predominant source of background noise. Major roadways in this portion of the alignment include Greene Street, Market Street, Euclid Avenue, Wellesley Avenue, and Francis Avenue. North of Francis Avenue the alignment shifts to the west, crossing Freya Street and continuing north. Between Lyons Avenue and Lincoln Road, existing noise levels are relatively low with background sound levels consisting of noise from several industrial facilities on Freya Street. North of Lincoln Road the alignment enters undeveloped open space with no residential receptors near the proposed alignment. Background sound levels in the segment of the alignment are also relatively low.

North of Parksmith Drive, the alignment parallels the west side of the Mead Royale Mobile Home Park. Existing sound levels in this segment of the alignment are relatively low with sounds from the Kaiser Aluminum facility audible in the background.

North of the Mead Royale Mobile Home Park the alignment turns to the west, crossing Farwell Road and US 2. Near the junction of US 2 and Shady Slope Road, residences are subject to traffic noise from US 2. West of Shady Slope Road the alignment enters an undeveloped area between Winger Street and Garden Avenue, characterized by relatively low sound levels. West of Pittsburgh Street the alignment enters undeveloped open space before connecting with US 395 at Wandermere.

## ***Energy***

The affected environment in terms of energy is unchanged from the FEIS, p. 4-34.

## ***Geology and Soils***

The affected environment in terms of geology and soils, described in the FEIS, p. 4-36 through 4-43, is updated as follows.

As mandated by GMA, Spokane County identified critical areas for the protection of wetlands, fish and wildlife habitat, and geologically hazardous areas. Geologically hazardous areas include both erosion and landslide hazard, determined by slope, geologic formation, soil type, hydraulic factors, existence of uncompacted fill and/or instability due to stream dynamics. The Critical Areas Ordinance was adopted in 1996. Soils designated as geologic hazards are encountered within the Preferred Alternative alignment as follows.

- Between Lincoln Road and Hawthorne Road, east side: erodible soils, Latah Formation
- Between US 2 and US 395, north side: erodible soils, alluvium
- Along Deadman Creek, at US 2 Interchange: erodible soils

**See Geology and Soils Map, Figure 3.1 and Geologic Hazards Map, Figure 3.2.**

## ***Waterways and Hydrological Systems***

The affected environment in terms of waterways and hydrological systems is unchanged from the FEIS, p. 4-44 through 4-50, and 4-52 with the following addition. Both alternatives propose widening of US 2 at the crossing of Deadman Creek. This was not described in the FEIS. Deadman Creek is a tributary of the Little Spokane River, draining an area of approximately 245.3 square kilometers (94.7 square miles) at US 2 crossing. The flow at this point is estimated at 0.3 cubic meters (9 cubic feet) per second, with approximately one half of this volume being contributed by the cooling water drain pipe from the Kaiser Mead plant.

**See Waterways and Hydrological Systems Map, Figure 3.3.**

## ***Flood Plains***

The affected environment in terms of flood plain is described in the FEIS, p. 4-54 through 4-55, with the following addition. Additional flood plain is encountered in both the FEIS Alignment and the Preferred Alternative at Deadman Creek. **See Flood Plain and Shorelines Map, Figure 3.4.**

## ***Shorelines***

The affected environment in terms of shorelines is described in the FEIS, p. 4-93, with the following addition.

The FEIS Alignment and the Preferred Alternative encounter the shoreline of Deadman Creek in the vicinity of US 2. The Preferred Alternative affects this area due to the dual lane ramps connecting the NSC to US 2. The FEIS Alignment proposes relocation and widening of US 2 due to the full cloverleaf interchange. Deadman Creek is designated “Pastoral” in the Spokane County Shoreline Master Plan.

## ***Water Quality***

The affected environment in terms of water quality is unchanged from the FEIS, p. 4-59 through 4-61. **See Storm Water Zones Map, Figure 3.5.**

## ***Wetlands***

The affected environment in terms of wetlands is described in the FEIS, p. 4-75 through 4-76, with the following additions. Three additional wetlands have been identified within the proposed right-of-way for both the FEIS Alignment and the Preferred Alternative. The first two are a result of two independent springs in the Wandermere area. They are not hydrologically connected to each other. All three of these wetlands are over the Spokane-Rathdrum Aquifer. Due to the distance from these wetlands, the Preferred Alternative will not influence the hydrology nor measurably affect the development or continued existence of these wetlands.

1. An approximately 0.2 hectare (.5 acre) wetland adjacent to US 395 on the east side is described as Palustrine, Forested, Broad-leaved Deciduous, Permanently Flooded wetland (PFO1H). The source spring is within this wetland. This wetland is a Category II wetland as defined by the Washington Department of Ecology Rating System for Eastern Washington. Emerging from the wetland is a small Type 5

stream, as defined by the Spokane County Critical Areas Ordinance, which flows into the Little Spokane River.

2. An approximately 0.2 hectare (0.5 acre) wetland adjacent to Wandermere Road is described as Palustrine, Emergent, Persistent, Permanently Flooded wetland (PEM1H). This wetland is a Category III wetland as defined by the Washington Department of Ecology Rating System for Eastern Washington. The spring is within the wetlands. This wetland has developed since the construction of the present Wandermere Road in 1993. It is isolated from other wetlands or riparian areas, and is not connected by surface waters at any time during the year. There is no surface outlet from this wetland.
3. An approximately 4.5 hectare (10 acre) wetland is associated with Deadman Creek-where US 2 crosses at MP 296.5. It is described as Palustrine, Scrub-Shrub, Broad-leaved Deciduous, Seasonally Flooded wetland (PSS1C). This wetland is a Category II wetland as defined by the Washington Department of Ecology Rating System for Eastern Washington.

All three of these wetland areas have been investigated several times during the growing season for Ute ladies'-tresses (*Spiranthes diluvialis*) and Water Howellia (*Howellia aquartilis*). These species have not been found in or near any of these wetlands. Habitat for either species is lacking or marginal at best in these wetlands.

**See Wetlands Map, Figure 3.6.**

**[CLICK HERE TO DOWNLOAD FIGURE 3.1\(a\) \(811k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.1\(b\) \(939k\)](#)**

**Geology and Soils  
Figure 3.1(b)**

**Preferred Alternative, southern portion**

**[CLICK HERE TO DOWNLOAD FIGURE 3.1\(c\) \(476k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.1\(d\) \(973k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.2\(a\) \(943k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.2\(b\) \(868k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.3\(a\) \(494k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.3\(b\) \(271k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.3\(c\) \(40k\)](#)**

**Waterways and Hydrological Systems**  
**Figure 3.3 (c)**

**FEIS Alignment, northern**

**[CLICK HERE TO DOWNLOAD FIGURE 3.3\(d\) \(41k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.4\(a\) \(337k\)](#)**

**Flood Plains and Shorelines      FEIS Alignment, Spokane River**  
**Figure 3.4 (a)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.4\(b\) \(824k\)](#)**

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**[CLICK HERE TO DOWNLOAD FIGURE 3.4\(d\) \(1068k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.4\(e\) \(364k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.4\(f\) \(378k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.5\(a\) \(313k\)](#)**

**Stormwater Zones**  
**Figure 3.5 (a)**

**FEIS Alignment**

**[CLICK HERE TO DOWNLOAD FIGURE 3.5\(b\) \(801k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.6\(a\) \(350k\)](#)**

**Wetlands**                      **FEIS Alignment, southern**  
**Figure 3.6 (a)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.6\(b\) \(358k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.6\(c\) \(385k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.6\(d\) \(393k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.6\(e\) \(369k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.6\(f\) \(384k\)](#)**

**Wetlands  
Figure 3.6 (f)**

**Preferred Alternative, northern**

## ***Wildlife, Fisheries, and Vegetation***

Neither the City of Spokane nor Spokane County have identified sensitive wildlife habitat or migratory routes under the Growth Management Act within the Preferred Alternative alignment. No fisheries exist in the vicinity of the study area.

The affected environment of the FEIS Preferred Alignment in terms of wildlife, fisheries, and vegetation is described in the FEIS, pages 4-78 through 4-81, although the Deadman Creek area is not included. The design of the full cloverleaf interchange shown in the FEIS Alignment has not been well defined. As the alternative alignments were developed, the Deadman Creek area and associated wetlands are identified as part of the affected environment for both the FEIS Alignment and Preferred Alternative. Deadman Creek in the vicinity of US 2 includes wetlands, riparian habitat and open water habitat. The affected environment for the Preferred Alternative is summarized below.

### **Wildlife**

Wildlife found within the corridor of the proposed alignment is more numerous than might be expected. Development on the north side of Spokane has accelerated with the good economy in the last few years. The loss of forested areas displaces the animals that use and depend on this type of habitat.

Coyotes (*Canis latrans*) are found thriving in suburban environments. Their predation of mice, voles, ground squirrels, and other rodents keeps these populations in balance. Raccoons (*Procyon lotor*) occur along the streams in this area and their habitat will not be measurably affected by the construction of the NSC. Other large mammals often seen in this area include White-tail deer (*Odocoileus virginianus*) and an occasional Mule deer (*O. Hemionus*). Rarely seen are Black bear (*Ursus americanus*) and Moose (*Alces alces*). The Bobcat (*Lynx rufus*) frequents the riparian zones along the streams and around the wetlands of this portion of Spokane County. These creatures are secretive and not often observed. Their presence is reaffirmed most often after a snow fall and their tracks are easily discerned. The appearance of bears and moose are often the result of traveling adolescent individuals that have been expelled from their home range by the adults of the species.

Many bird species inhabit this portion of Spokane County. Evergreen forested areas attract birds because of the often dense vegetation and cover available in the canopy as well as on the ground. Perching birds of the Order *Passeriformes* far out-number the other birds found in this region. A sampling of these species includes larks, swallows, jays, magpies, crows, chickadees, nuthatches, wrens, bluebirds, orioles, grosbeaks, and sparrows.

Woodpeckers, swifts, hummingbirds, pigeons, doves, quail, pheasants, and grouse which are included in other bird Orders also are found along the NSC. Vultures, hawks, and falcons of the Order *Falconiformes* may also be observed occasionally in or near this area. Wintering Bald eagles are annual visitors to this portion of the Inland Northwest.

Migratory waterfowl use the streams and wetlands in the area for pairing, nesting, and brooding. The alignment of the NSC will not impact the migratory waterfowl to a degree that would cause harm or a loss in habitat. These species readily adapt to suburban and even city life, especially where humans feed them.

The riparian zone associated with Deadman Creek is valuable to wildlife, including some of those listed under the Washington Department of Fish and Wildlife's Priority Species List. Great Blue Herons are often observed on Deadman Creek near the US 2 crossing.

The small (< 0.2 hectare [½ acre]) spring-fed wetland on the right side of the old highway at Wandermere contains many aquatic plant species although not in large concentrations. A population of fish which appear to be Redside shiners (*Richardsonius balteatus*) is present in this wetland and appear to be thriving. Frogs occupy this wetland and are an indication that the water and area around the wetland has not been contaminated. Impacts to this wetland can be avoided during the design process.

The stream running through the riparian zone across the highway to the west and south of this wetland feeds the lake at the Wandermere Golf Course. It runs the year around and provides habitat for birds and small mammals and acts as a corridor for travel.

The construction of the NSC through the forested suburban area of this portion of Spokane County will reduce the available habitat for the wildlife presently occupying this portion of the NSC. It will not eliminate or threaten the existence or viability of any of these species.

### Vegetation

The dominant tree species occurring within the prospective alignment is (*Pinus ponderosa*) Ponderosa Pine. Other trees found in the area in varying numbers and density are (*Ulmus pumila*) Chinese Elm, (*Pseudotsuga menziesii*) Douglas Fir, (*Populus spp.*) poplars, (*Salix spp.*) willows, (*Populus tremuloides*) Black Cottonwood, and others.

Dominant shrubs found in the area are (*Cornus stolonifera*) Red-Osier Dogwood, (*Crataegus douglasii*) Douglas Hawthorn, (*Physocarpus malvaceus*) Mallow Ninebark, (*Philadelphus lewisii*) Mock Orange, and within the developed areas many different exotic ornamentals.

A native grass found in limited areas is (*Agropyron spicatum*) Bluebunch Wheatgrass. Most of the entire area is infested with (*Centura diffusa*) Diffuse Knapweed, and (*Centura repens*) Russian Knapweed. Ground cover is sparse over most of the terrain due to the sandy dry soil. The forested areas have a “duff” thickness of from three to six inches made up of the pine needles accumulating under the canopy. Small sections of forested areas have very dense stands of young stunted trees. There are no “old growth” stands of pine in this area.

(*Phalaris arundenacea*) Reed Canarygrass is found along the riparian zones and in some of the upland areas as well. This invasive plant thrives in many diverse habitats and provides nesting and cover for many species of mammals and birds. (*Bromus tectorum*) Cheatgrass is also found most everywhere to some degree within the NSC.

Slopes within the riparian zone of Deadman Creek are dominated by pine, fir, and cottonwood. The flood plain and stream banks are vegetated with hawthorne, willow, snowberry, and red osier dogwood.

The small (< 0.2 hectare [ ½ acre]) spring-fed wetland on the right side of the old highway at Wandermere contains (*Typha latifolia*) Broadleaf cattail as the dominant plant within the waterline. Black Cottonwood and several species of willow are the dominant woody plants within the wetted perimeter. The water in this wetland is very clean and many aquatic plant species are present though not in large concentrations. The riparian zone across the highway to the west and south of this wetland contains most of the previously mentioned plant species.

## **Social/Economic Environment**

### ***Land Use***

The Board of County Commissioners adopted the current Spokane County Comprehensive Plan in December 1990. Due to population size and growth rate, Spokane County became subject to the Growth Management Act (GMA) in 1993. Both the City and County are in the process of developing land use plans and comprehensive plans under the requirements of the GMA. At the time the FEIS was written, the projected date for completion of the City and County Comprehensive Plans was 1998; the current projection for the completion is Winter 2000/Spring 2001. (Comprehensive Plan Maps, or Generalized Land Use Maps, are unchanged from the FEIS, pages 4-89 through 4-91.) Meanwhile, the Spokane Regional Transportation Council (SRTC) is close to completion of an updated Regional Transportation Plan (RTP). The RTP serves as the 6-year transportation plan for WSDOT as well as the City and County. The jurisdictions will be required to make their land use and transportation elements consistent with the RTP.

The Washington State Growth Management Act requires Spokane County to establish an Urban Growth Area which contains sufficient land and densities to accommodate the Governor's Office of Financial Management (OFM) 20-year population projection. Spokane County adopted an Interim Urban Growth Area (IUGA) on April 7, 1997. The purpose of the IUGA is to contain the higher density residential development and commercial uses within an area well supported with public facilities and services. Both the FEIS Alternative and the Preferred Alternative are within the IUGA. Planning for population accommodation requires land capacity calculation. Estimates of land capacity

done by the county reflect the amount of land necessarily dedicated to public facilities. The County has accounted for the NSC land area in its land capacity estimates within the IUGA. **See IUGA Map, Figure 3.7.**

### Zoning

Specific changes in zoning and land use have taken place since the publication of the FEIS within the northern portion of the FEIS Alignment. These changes resulted in increased impacts in residential relocations. There have been approximately 20 additional homes and a 14-unit senior care residential facility built within the FEIS Preferred alignment, between US 2 and Farwell Road. The resulting impacts are specifically described in Chapter 4, “Industrial Land/Businesses,” “Residential,” and “Relocation” sections.

Interim zoning regulations have been established in conjunction with the IUGA. Zoning designations outside of the IUGA are now overridden by a restriction of 2 hectare (5 acre) minimum lot size. A majority of the study area is outside of the IUGA and therefore subject to this restriction. The area between SR 2 and US 395 is within the IUGA, and maintains its zoning designations.

The following individual parcel zoning changes have occurred within the study area since the publication of the FEIS. **See Zoning Map, Figure 3.8.**

1. Parcel on east side of Freya Avenue between Wilding and Lincoln Roads. Approximately one acre rezoned from SRR-5 to I-2, and developed with roof truss manufacturing business. The FEIS Alignment passes through this parcel; the Preferred Alternative Alignment passes approximately 91.4m (300 ft) to the east, avoiding this parcel and direct impact to the business.
2. Parcel on south side of Hastings Road, north of Mead Road and west of Pittsburg Street. Approximately 1.5 hectare (3.8 acre) site rezoned from UR-3.5 to UR-22, including preliminary site plan approval for “Aspen Meadows” 82-unit assisted living facility. The FEIS Alignment impacts this parcel; the Preferred Alternative Alignment is approximately 0.8 km (½ mile) to the north and avoids impact to this parcel.

**[CLICK HERE TO DOWNLOAD FIGURE 3.7\(a\) \(645k\)](#)**

**Interim Urban Growth Boundary  
Figure 3.7 (a)**

**FEIS Alignment**

**[CLICK HERE TO DOWNLOAD FIGURE 3.7\(b\) \(677k\)](#)**

**Interim Urban Growth Boundary  
Figure 3.7(b)**

**Preferred Alternative**

**[CLICK HERE TO DOWNLOAD FIGURE 3.8\(a\) \(404k\)](#)**

**Zoning  
Figure 3.8 (a)**

**FEIS Alignment, southern**

**[CLICK HERE TO DOWNLOAD FIGURE 3.8\(b\) \(403k\)](#)**

**Zoning  
Figure 3.8 (b)**

**Preferred Alternative, southern**

**[CLICK HERE TO DOWNLOAD FIGURE 3.8\(c\) \(473k\)](#)**

**Zoning  
Figure 3.8 (c)**

**FEIS Alignment, northern**

**[CLICK HERE TO DOWNLOAD FIGURE 3.8\(d\) \(470k\)](#)**

## ***Industrial Land/ Businesses and Employment***

General conditions within the study area have not changed since the FEIS in terms of industrial land, business, and employment.

There are three new businesses within the FEIS Alignment since the FEIS was published:

1. Puget Sound Casket Company, Greene Street
2. Building America, wood roof truss manufacturer, Freya Street
3. Willow Grove, 14-unit senior care home, Mead Street

One business has moved out of the FEIS Alignment since the FEIS was published; Wismer-Martin headquarters. This building, located at US 2 and Farwell Road, has been purchased by the Mead School District and is now used as the District Administration Office. Direct impact to this building is avoided by the Preferred Alternative.

### **Employment**

Total employment in Spokane grew by 42.5% between 1980 and 1998, from 139,400 to 198,600. In the non-agricultural sector, growth totaled 49%, from 127,700 to 190,300. The leading employment sector is services (31%), followed by wholesale/retail (25%) (WA State Employment Security Department, Labor Market & Economic Analysis).

**Table 3.1** shows the top 10 employers in Spokane County. Only one, Kaiser Aluminum, is within the study area. The impact to this business is reduced by the Preferred Alternative compared to the FEIS Alignment.

**Table 3.1**

<b><u>Top 10 Employers</u></b>	<b><u>Type</u></b>	<b><u>Employees</u></b>
Fairchild Air Force Base	Military	5,702
Spokane School District 81	Education	3,081
Sacred Heart Hospital	Health Care Services	2,908
Kaiser Aluminum	Aluminum products	2,655
State of Washington	Government	2,365
City of Spokane	Government	2,060
Empire Health Services	Health Care Services	1,948
Spokane County	Government	1,871
US Federal Government	Government	1,859
Goodale & Barbieri	Hospitality Services	1,500

Source: The Spokane Area Economic Development Council, <http://www.spokanedic.org/facts/facts.htm>

## ***Residential***

An apartment complex, opened in the spring of 1997 on the north bank of the Spokane River along Greene Street, changes the affected environment for both the FEIS Alignment and the Preferred Alternative. It was built within the approved, published FEIS alignment, and the Preferred Alternative is not different in this area. Spokane Neighborhood Action Program manages the 11-unit apartment complex, which was built

with State Housing Trust Funds and Federal Home Funds. The apartments house families with household incomes less than 50% of the county median income.

Between Francis and Lincoln Road, the NSC passes through a neighborhood known as Morgan Acres. It is zoned Semi-Rural Residential, which contains single-family homes and mobile homes on lots of about 0.4 hectare (one acre). This zoning category allows three large animals per acre, and several lots include horses, along with barns or stables. One lot within this neighborhood, located on Freya Street, has recently been rezoned to Light Industrial and has been developed with a roof truss manufacturing business. The residential neighborhood is confined between Freya Street on the west and the slopes of foothills on the east. In this area, Freya Street is a division between the residential land use to the east and the railroads, business, and industry to the west.

From Lincoln Road to Fairview Road is rural land, zoned for general agriculture, with very sparse residences. There is no residential use between Fairview Road and Hawthorne Road.

The residential area within the northern portion of the FEIS Alignment has continued to develop since the FEIS was published, with the addition of approximately 20 single family homes and three duplexes. While this area, known generally as Forest Glen, is zoned UR 3.5 (Urban Residential, permitting up to 1.4 units per hectare [3.5 units per acre]), it has been developed at roughly half of the allowed density. A unique aspect of this growth is the relative concentration of senior care housing. Since the FEIS was produced, a 14-unit senior care residence has been opened and a 82-unit retirement community has received preliminary approval, both within the FEIS Alignment. Construction of the 14-unit senior care residence, located on Mead Road between US 2 and Hastings Road, was complete in July 1995. The facility opened in September 1995, and currently has 14 residents. The proposed 82-unit facility is located at the corner of Perry Road and Hastings Road.

Between Farwell Road and US 395 at Wandermere, the Preferred Alternative is up to 0.8 km (½ mile) to the north of the FEIS Alignment. Therefore, entirely different neighborhoods are in the affected environment of the proposed alignment. The Garden City and Garden City Addition neighborhoods as well as other homes near Shady Slope Road and US 2 are within the proposed revised project area, while the FEIS document showed these homes were outside of the project impact area. The Garden City neighborhood is located north of US 2 and east of Shady Slope Road. This area is developed at approximately the maximum density of 1.4 units per hectare (3.5 units per acre). The neighborhood on the west side of Shady Slope Road is known as Garden City Addition. Although the zoning here also permits 1.4 units per hectare (3.5 units per acre), this area features single family homes on mostly wooded lots of one to three acres. The residential areas within the Preferred Alternative contain little recent construction.

## Neighborhoods

The neighborhoods recognized by the City Neighborhood Council program which the alignments pass through are Bemiss, East Central, Chief Garry Park, and Hillyard. Some Neighborhood Council boundaries within the City of Spokane have been revised since the information was provided in the FEIS. The area on the west side of Market/Greene Streets from the Spokane River to Francis Avenue is now Bemiss Neighborhood. The area on the east side of Market/Greene Streets in this segment is not part of a neighborhood council.

**See Neighborhood Councils Map, Figure 3.9.**

Existing Neighborhood Specific Plans, as described in the FEIS, p. 4-92, are currently not in effect while the City is undergoing the Comprehensive Plan Update process. Once the City's Comprehensive Plan is completed, the neighborhood plans will be rewritten.

The following Neighborhood Associations, outside of the City, are in the study area:  
Citizens for Neighborhood Preservation (Hawthorne Road to Farwell/Hastings Road)  
Friends of Little Spokane River (Little Spokane watershed)  
Garden City/Mead Coalition (north of Farwell Road, US 2 vicinity)

See Chapter 5 of this document for a complete discussion of public involvement.

**[CLICK HERE TO DOWNLOAD FIGURE 3.9\(a\) \(264k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.9\(b\) \(282k\)](#)**

## ***Regional and Community Growth***

Regional and community growth background is unchanged from FEIS, pages 4-104 through 4-105, excepting the following updated information.

### **Population**

The population information in the FEIS is updated, as taken from the Spokane Regional Transportation Plan Technical Review and Update (SRTC, December 1998).

The Spokane Metropolitan Area is the second largest in Washington State with a 1998 population estimate of 410,900 people (US Census, WA State Office of Financial Management). This represents a 16 percent increase during the past ten year period and nearly reaches the Office of Financial Management's (OFM) forecasts prepared in 1995 for the year 2010. The City of Spokane is also the second largest city in Washington State with a 1998 estimated population of 188,300. The majority of growth in the metropolitan area has occurred in the unincorporated areas of Spokane County, such as north Spokane (Mead/Colbert) and the Spokane Valley east of the City of Spokane (shown in **Table 3.2**). According to population forecast estimates from OFM that are being used by local jurisdictions for comprehensive planning under the Growth Management Act (GMA) (**Table 3.3**), Spokane County is expected to have 558,044 people by the year 2020 (**Table 3.4**).

**Table 3.2 Spokane County Population Growth 1994-1998**

<b>Year</b>	<b>City</b>	<b>Other Incorporated</b>	<b>Unincorporated County</b>	<b>Total</b>
1994	185,600	205,946	186,054	392,000
1995	188,800	209,794	191,406	401,200
1996	187,700	209,456	197,044	406,500
1997	188,300	210,812	199,088	409,900
1998	188,300	211,413	199,487	410,900
1999				414,500 est.*

Source: U.S. Bureau of the Census, Washington State Office of Financial Management, July 1998

**Table 3.3 Total Population Projections For Spokane County 2000-2020**

<b>Year</b>	<b>High</b>	<b>Medium</b>	<b>Low</b>
2000	431,569	423,347	415,736
2005	466,681	449,063	433,063
2010	504,723	476,419	451,178
2015	551,851	510,971	475,201
2020	603,298	547,959	500,442

Source: U.S. Bureau of the Census, Washington State Office of Financial Management, July 1998

**Table 3.4 Population Allocation Forecasts**

Year	2015	2020
<b>Unincorporated</b>	246,661	264,516
<b>Airway Heights</b>	4,783	5,129
<b>Cheney</b>	11,235	12,048
<b>Deer Park</b>	5,500	5,898
<b>Fairfield</b>	860	922
<b>Latah</b>	320	343
<b>Medical Lake</b>	3,943	4,228
<b>Millwood</b>	1,826	1,958
<b>Rockford</b>	798	856
<b>Spangle</b>	600	643
<b>Spokane</b>	243,694	261,334
<b>Waverly</b>	158	169
<b>TOTAL</b>	520,378	558,044

Source: GMA population Allocation Committee, Final Report Approved April 19, 1996

### Community Cohesion

The affected environment in terms of community cohesion is described in the FEIS, pages 4-105 through 4-109.

### Age Groups and Transportation

Source: SRTC, Spokane Regional Transportation Plan Technical Review and Update, December 1998, p. 20.

According to the 1990 Census information, which is the most recent demographic data, the median age in Spokane is 33 years, with the largest group in the 25 to 44 year old age range. This group is typically the most likely to use alternative transportation for commuting and environmental reasons. The second largest age group is the 5 to 17 years old. This group represents an increase in potential for using alternative modes of transportation because of awareness of public education and outreach programs related to recycling, air quality, and water quality issues facing the Spokane area. The third group is the aging population, which is continuing to grow at a higher than average rate. It is this group that has the highest potential for needing transportation assistance, as their ability to drive or use regular transit service diminishes.

### Housing Market      Source: Real Estate Research Committee, The Real Estate Report , Spring 1999.

In the 1<sup>st</sup> quarter of 1999, the relative cost of housing in the City was 113.4% of the national average on a weighted scale. The Median selling price for a single family home during this period was \$104,900; the average selling price was over \$116,450. The overall apartment vacancy rate has shown signs of decline from recent peaks. The March 1999 rate was 7.68%, while it was 9.00% for the two previous years.

## ***Parks and Recreation***

There are no new or different parks from the FEIS (pages 4-109 through 4-117) within the affected environment. Changes in impacts to these parks due to the proposed alignment change are described in Chapter 4 of this document. **See Recreational Facilities Map, Figure 3.10.**

## ***Farmland***

Under the Growth Management Act, which became effective in Spokane County in 1993, Spokane County was required to identify agricultural resource land. No agricultural resource land was identified within any alternative alignment of the project corridor.

Approximately 4.5 hectares (11 acres) of land within the proposed corridor is zoned General Agriculture, although this land does not contain designated prime farmland soils. Roughly 4.5 hectares (11 acres) of prime farmland soil also exists within the corridor, along Market Street just south of Gerlach Road, although this area is zoned Heavy Industrial (I-3) and Semi-Rural Residential (SRR-5). The current land use conforms with zoning and with the Spokane County Comprehensive Plan. Natural Resources Conservation Service, which implements the Farmland Protection Policy Act, has made the interpretation that this area is exempt from the regulation due to current zoning and land use.

Farmland Protection Policy Act (FFPA), 7 USC 4202, Rules, 7 CFR Part 658,  
Sec. 403.4, Exempted Conversion and Farmland Exclusions:  
(c) Lands that are already in or committed to urban development

**See Prime Farmland Soils Map, Figure 3.11.**

**[CLICK HERE TO DOWNLOAD FIGURE 3.10\(a\) \(310k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.10\(b\) \(337k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.10\(c\) \(350k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.10\(d\) \(346k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.11\(a\) \(317k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.11\(b\) \(360k\)](#)**

## **Services**

The affected environment in terms of services is unchanged from the FEIS (pages 4-120 through 4-133) with the following additions.

### **Religious and Social Institutions**

One new religious institution has been identified within the study area since the FEIS was published. The Solid Rock Christian Center is located on the southeast corner of Bridgeport Avenue and Haven Street. It is not within the proposed right-of-way for either alternative. **See Religious and Social Services Map, Figure 3.12.**

### **Water and Sewer**

Since the FEIS was published, an additional water supply well has been located near Helena Street and Hastings Road, which falls within the FEIS Alignment. This well was established by the Spokane County Water District No. 3 in 1996, at a cost of \$700,000. The wellhead protection zone is a 30.5m (100 ft) radius from the well, which precludes road construction and stormwater disposal. **See Water Well Map, Figure 3.13.**

A new sewer interceptor was placed in Hastings Road in 1995, and an extension from the sewer in Wandermere Road was built, both with area developer connection agreements.

### **Major Utilities**

There are no changes from the FEIS, except that Washington Water Power (WWP) has changed its name to Avista Utilities. **See Utilities Map, Figure 3.14.**

**[CLICK HERE TO DOWNLOAD FIGURE 3.12\(a\) \(375k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.12\(b\) \(368k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.12\(c\) \(338k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.12\(d\) \(375k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.13\(a\) \(358k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.13\(b\) \(360k\)](#)**

**Water Wells      Preferred Alternative, southern**  
**Figure 3.13 (b)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.13\(c\) \(412k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.13\(d\) \(408k\)](#)**

**Water Wells          Preferred Alternative, northern**  
**Figure 3.13 (d)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.14\(a\) \(374k\)](#)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.14\(b\) \(358k\)](#)**

**Major Utilities  
Figure 3.14 (b)**

**Preferred Alternative**

## ***Transportation***

### **Pedestrian and Bicyclist Facilities**

The full background and existing conditions of pedestrian and bicyclist facilities are contained in the FEIS, p. 4-131 through 4-133. While the FEIS proposed specific enhancements of pedestrian and bicycle facilities, this aspect of the project has expanded considerably to incorporate a separate paved pathway the full length of the corridor.

### **County Urban Connectors**

Spokane County's transportation division is currently developing an Urban Connector plan, consisting of a network of arterials providing critical connections around the metropolitan area. The NSC is included in the plan as a major link in the network. Two of the proposed connectors intersect with the NSC. The Northeast Urban Connector would intersect with the Preferred Alternative at Farwell Road, connecting US 395, US 2, and Bruce Road to the east. Another proposed connector, aligned with Bigelow Gulch Road, would intersect with the NSC at Francis Avenue. **(See County Urban Connectors Map, Figure 3.15.)**

### **Northside Arterial**

Spokane County has decided against building the previously proposed Northside Arterial, between US 395 and Market Street. The project is not currently identified in the Regional Transportation Plan, and was not included in the modeling for the NSC Preferred Alternative.

### **City of Spokane Road Projects**

The City of Spokane has one current project within the limits of the NSC:

- Euclid Avenue improvements from Market Street to the vicinity of Freya Street. This project has no impacts on the NSC and is not impacted by the NSC project.

### **Public Transit**

The only existing form of public or mass transit in the Spokane Metropolitan area is bus service provided by the Spokane Transit Authority (STA). Service area and routes of the STA have changed since the FEIS was published. Fixed and flexible route bus service was expanded in September 1998 into the Mead area in response to petition by area residents. Prior to the expansion, the northern limit of service in this area was Lincoln Road. Wandermere was served by a route to the west of US 395. The new bus route follows Market Street north and then Farwell/Hastings Road west to Wandermere, on an hourly basis from 6 am to 6 pm. There are additional areas along this route that are served by request ("flex service"). A Park & Ride lot is located at the intersection of Hastings Road and Mayfair Road. **See STA Service Map, Figure 3.16.**

WSDOT continues to coordinate with STA on the proposed park and ride sites within or affected by the NSC corridor:

1. US 395/ Hatch Road: as a possible replacement site for the existing Hastings Road Park and Ride lot located at Hastings and Mayfair Roads.
2. NSC/ US 2: on the south side of Farwell Road east of Cherry Street.
3. NSC/ Francis Avenue: on the east side of Freya Street, on the northeast corner of Freya Street and Wilding Road.
4. NSC/ Wellesley Avenue: on the east side of Market Street, adjacent to the junction of Haven and Market Street.

**[CLICK HERE TO DOWNLOAD FIGURE 3.15 \(651k\)](#)**

**County Urban Connectors**  
**Figure 3. 15**

**[CLICK HERE TO DOWNLOAD FIGURE 3.16\(a\) \(350k\)](#)**

**STA Service      FEIS Alignment**  
**Figure 3. 16 (a)**

**[CLICK HERE TO DOWNLOAD FIGURE 3.16\(b\) \(358k\)](#)**

## ***Historic and Archaeological Sites***

Prior to the recent revisions of CFR 36 Part 800 (Protection of Historic Properties), WSDOT had undertaken formal consultation with the Spokane Tribe of Indians (STI). As the alternative alignments were being evaluated, further consultation with Native American tribes of the area revealed two sites of possible interest: one located on a promontory between Lincoln Road and Hawthorne Road, and the other in a sloping field bounded by Fairview and Piper Roads. The first site has been identified as a significant spiritual site associated with the Spokane and Coeur d'Alene Tribes. WSDOT has responded by revising the location of the NSC at this location to avoid direct impact to this site. The second site was investigated, and no evidence of archaeological or cultural value was found. This process is described in Chapter 4.

## ***Hazardous Waste Sites***

There are four additional properties within the Preferred Alternative which are either confirmed or suspected to have hazardous materials impacts. Previous uses of these sites necessitated an intrusive investigation of these parcels. These sites are introduced in **Table 3.5**, and an overview of the investigation results is presented in Chapter 4 of this SEIS.

**Table 3.5 Additional Confirmed or Suspected Hazardous Sites  
in Preferred Alternative corridor**

Site	Identification	Location	Affected Media	Status
1	Wilson Landfill (owner: Raines)	Lot 25 S15 T26N R43E SW ¼	Soil: constr./demo. landfill	closed
2	Swanson Hay Co. Trucking	Lot 38 S15 T26N R43E NW ¼	Soil: petroleum, metals	operational
3	former fertilizer mfg. Plant (owner: Costich)	Lots 60A&B S15 T26N R43E NW ¼	Soil: fertilizer	closed
4	Devlin Property	Lots 113-122 except 119 S4 T26N R43E S ½	Soil: alleged dumping	operational

The Preferred Alternative also avoids eight confirmed or suspected sites in the area between Lincoln Road and US 395 at Wandermere. The comparison of impacts is in Chapter 4 of this SEIS.